

No. 9282 號二十八百二千九第 日八十月八年三十緒光 HONGKONG, TUESDAY, OCTOBER 4TH, 1887. 二拜禮 號四月十英港香 [PRICE \$2½ PER MONTH]

NEW ADVERTISEMENTS

STRONTIANITE.

CARBONATE OF STRONTIUM
SUPPLIED IN ANY QUANTITY
BY
LINDENSTRUTH & BERGMANN
LIAM, WESTPHALIA, GERMANY.
1925

FOR SALE.
FOREIGN AND COLONIAL POSTAGE
STAMPS.

A Magnificent Selection of all Foreign and Colonial Countries, all picked Specimens to be sent for **ST. TARACHIAND THAWARDS & Co.** 40, Queens Road, Hongkong.
1927

ZETLAND  **LODGE.**
No. 425.

A N EMERGENCY MEETING of the above LODGE will be held in FRANKLIN MASONS' HALL, Zealand Street, on THURSDAY NEXT, the 6th October, at 8.30 for 9 P.M. precisely. VISITING BROTHERS are cordially

INVITED.
Hongkong, 4th October, 1887. [19
TO BE LET.

A FURNISHED HOUSE in thorough
repair with TENNIS COURT.
Apply to
MR. WILLMOTT,
Hongkong Dispensary.
Hongkong, 4th October, 1887. | 193
STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"VERONA."

will leave for the above place TO-DAY
the 4th inst., at 12 (Noon) o'clock.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 3rd October, 1887.

FOR SHANGHAI.
THE Steamship
"AMOI,"
Captain R. Köhler, will be despatched for

FOR FREIGHT OR PASSAGE, apply to
SIEMSSSEN & Co
HONGKONG, 3rd October, 1887.

FOR MANILA VIA AMOY.
THE Spanish Steamer
"DON JUAN,"

Captain Marquez, will be despatched as above
 TO-MORROW, the 5th instant, at Two P.
 For Freight or Passage, apply to
 BRANDAO & Co.
 Agents.
 Hongkong, 3rd October, 1887.

THE CHINA & MANILA STEAMSHIP
 COMPANY, LIMITED.
 FOR MANILA VIA AMOY.
 THE Company's Steamship
 "DIAMANTE,"
 Captain McCaslin, will be despatched for

above Port on THURSDAY, the 6th inst
at FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers
Hongkong, 3rd October, 1987. [1]
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW and Ports on the YANGTZE.)

THE Company's Steamship

"FOOKSANG,"

Captain Hogg, will be despatched as above **THURSDAY**, the 6th instant, at **FOUR P.M.**

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

General Managers.
Hongkong, 3rd October, 1887.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"CATTERTHUN."
 Captain DARGE, will be despatched for the above
 Ports on **SATURDAY**, the 8th instant
DATLIGHT, instead of as previously advertised.
 For Freight or Passage, apply to
RUSSELL & CO.
 Agents.
 Hongkong, 3rd October, 1887.

re-
FOR FREEMANTLE, W.A., VIA
SINGAPORE.
THE British Barantine.
"ORIS."
Captain Th. E. Shaw, will load here for
above Port, and will have quick despatch.
For Freight, apply to
SIEMSEN & Co
Agents

Hongkong, 4th October, 1887.

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS
JAPAN, CANADA, THE UNITED
STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMER

THE British Steamship
"PARTHIA,"
3,167 Tons Register, James Arnold, Comman-
dant, will be despatched for VANCOUVER, B.C.,
AMOI, FOCHOW, KOBE & YOKOHAMA
on TUESDAY, the 4th October, at 10
P.M.
To be followed by S. S. "BATAVIA"

15th October, and S. S. "ABYSSINIA,"
8th November.

Connection will be made at Yokohama
Steamers from Shanghai and Japan Ports,
at Vancouver with San Francisco by the reg-
ular Steamers of the PACIFIC COAST STEAM-
SHIP COMPANY.

Through Passage Tickets granted to
London, France, and Germany by all trans-Atl-
antic lines of Steamers.

	First-class fares granted as follows:	
00	To Vancouver	Mexican \$160.
00	To Victoria and San Francisco	175.
00	To all Common Points in Canada)	200.
00	and the United States	300.
00.	To Liverpool	300.
00.	To London	305.
00.	To other European Points at proportionate	
00.	rates. Special reduced rates granted to Officers	
00.	of the Army, Navy, Civil Service, and	
00.	Imperial Chinese and Japanese Customs	

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices addressed to D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board till 4 o'clock on the 3rd October.

All Parcels must be sent to our Offices and should be marked to address in full:—

same will be received, by us until 5 P.M.
day previous to sailing.
For information as to Passage or Freight
apply to
ADAMSON, BELL &
Agents.
[4] Hongkong, 28th September, 1887.

INFORMATION.

1887. NOW READY. 1887.
THE CHRONICLE AND DIRECTORY
 FOR 1887.
 WHICH IS INCORPORATED
THE CHINESE DIRECTORY.
 (TWENTY-FIFTH ANNUAL ISSUE).
 COMPLETE, WITH APPENDIX, PLANS, &c., &c.
 Royal 8vo., pp. 1,158. £3.00.
 SMALLER EDITION, pp. 776. £1.00.

THE CHRONICLE AND DIRECTORY
 has been thoroughly revised and brought up
 to date, and is again much increased in bulk.

S. WATSON & CO., LIMITED.
 OUR NEW SEASON'S

FLOWER AND VEGETABLE

SEEDS

ARE NOW READY FOR DELIVERY.

VEGETABLE PARCELS price \$7.50.

FLOWER PARCELS \$10 & \$5.

SPECIAL FLOWERS' SEEDS

IN SEPARATE NAMED VARIETIES.

CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1887.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be

addressed to "The Editor," and those on business to

"The Manager," and not to individuals by name.

Correspondents are requested to forward their names

and address with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

Advertisements and Subscriptions which are not

ordered for a fixed period will be continued until

countermanded.

Orders for extra copies of the Daily Press should

be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, OCTOBER 4th, 1897.

It is now satisfaction to note—and the

general indifference of the public of the

United Kingdom to matters affecting the

interests and well-being of the outlying

possessions of the Empire—that the Earl of

CARMARVEN has once more applied the good

to the Government in reference to the

defence of the coaling stations. The noble

lord indeed takes up the whole question of

the defence of the commercial ports and

coaling stations. The great commercial ports of

England are, he points out, still almost, if not

quite, defenceless, and he sternly denounces

the madness of leaving them practically at the

mercy of a single daring enemy. His

passions on to reiterate the charge of breach of

faith on the part of the Imperial Government

in neglecting to send the guns promised

to Singapore, Hongkong, and Mauritius,

the local communities of which—colonies

undertook to erect the works or provide the

money for them while the Imperial Government

engaged to supply the armaments.

Lord CARMARVEN goes on to say: "These

communities have as a rule performed their

part of the contract; we have in every case

left our share unperformed, either wholly or

in part. Each of the three important stations

which I have mentioned—each essential to

the protection of our vast commerce and to

the security of our fleets—each in their

different degrees essential to our supremacy in

the Eastern seas, remains unprotected, be-

cause we have not yet sent out the armament

which we engaged to provide. For this dis-

creditable and dangerous condition I have

sometimes heard the excuse set up that the

manufacture of modern armaments is slow

that two years are needed for the construction

of a gun with its proper mountings. A

melancholy apology. If the manufac-

ture is so slow, the guns should have

been ordered as soon as it was known

that Singapore or Hongkong or Mauritius

was prepared to do the work or to give the

money; instead of which, in order to save

financially, appearances, and to gain a false

credit for economy on the Estimates, we have

made or allowed delays in giving the neces-

sary orders to the manufacturers. More

than this—even the auxiliary armaments, those

machines and quick-firing guns which

are absolutely necessary in modern war,

which even without the heavier guns might

for purposes of defence have an almost in-

calculable value, and which can be procured

and sent out at once, are, probably for the

same reason, subjected to the same delay.

They have not been sent out. These

strictures were doubtless very unpalatable

to the Government, and they served to elicit

a statement from Mr. EDWARD STANHOPE,

the Secretary of State for War, who said, at

the opportunity afforded him on the 1st ult.,

the Outlier's Feast at St. Mark's, when reply-

ing to the toast of Her Majesty's Ministers,

to reply to the charges made by Lord CAR-

MARVEN. He said: "The armaments which

are required for Singapore, and approxima-

tely those for Hongkong, will be completed

in the course of the present year. Quite

recently Mauritius, which is one of the cases

mentioned by Lord CARMARVEN, and which

have voted in their Legislative Assemblies

the money required for doing their part of

the guns might be delayed until too late
 to avert disaster. As Lord CARMARVEN
 sensibly remarks, forts are useless without
 the guns; and guns are useless without
 the trained garrisons to work them; and
 at present we have neither the guns nor the
 garrisons. Mr. STANHOPE's assurance that
 the big guns will be sent as soon as the Co-

lonial Governments are ready to receive them
 is reassuring, though we have been under the
 impression, from the statements of the local
 Authorities, that the forts here have been for
 some time ready to receive the armaments.
 However, we shall be glad to see the fulfil-

ment of the promise of the Secretary of
 State concerning the guns. We should have
 been still better pleased if Mr. STANHOPE
 had given some definite assurance with regard
 to the reinforcement of the garrisons. But on

this head he had nothing to say, apparently,
 although it was a point on which Lord CAR-

MARVEN rightly insists. We trust Mr.
 STANHOPE is not under the impression that
 when the guns have been despatched the Im-

perial Government will have performed its
 part of the contract. That would indeed be
 keeping the word of promise to the ear, and

breaking it to the hope, since guns without
 men to work them will be as useless as forts
 without guns. A few months ago the Rus-

sian Government reinforced the garrison of
 Vladivostok by a body of troops larger than
 the entire present garrison of Hongkong.

If Vladivostok is of importance to Russia,
 Hongkong is of still greater value to Eng-

land. The loss of this station would be a
 fearful blow to British prestige, and its im-

portance is so great that nothing should be
 left to chance. Yet after year goes by and
 the place is left virtually at the

mercy of any great Power with which Great
 Britain may suddenly fall out. Happily for

the Colonies and for the interests of British
 commerce in the Far East, they have a reser-

ve champion in the Earl of CARMARVEN,
 who will, we trust, relax nothing of his

jealous watchfulness in their behalf.

The delivery of the English mail was begun
 at 7.45 yesterday morning.

The French gunboat Comte, Captain Martel,
 left here for Hongkong yesterday.

The Agents Messrs. Russell & Co. inform
 us that the Union Line steamer *Metropolis* and

Penelope, for London, left Singapore on the
 2nd inst. for this port.

A new weekly paper to be called the *Straits*
Express is shortly to be started at

Singapore. It is the promising a paper of the
 Straits community in the Straits Settlements.

We are informed by the Agents Messrs. Gibb,
 Livingstone & Co., that Sir Ben Livingstone

leaves for London on the 10th inst. and will
 return to Singapore on the 15th inst.

The London and China Express says the
 Archduke Ferdinand of Austria embarked on

the 28th August on board the corvette *Panama*
 for a two years' voyage to India, China,

and Japan, and other countries in the Far East.

At a conference of the representatives of trade
 societies at Melbourne, held on the 30th inst.,

a resolution was passed recommending a
 £100,000 annual Chinese visitors and of £120,000

on these intending to reside some years in the colony.

The Singapore Free Press of the 23rd ult.
 says: Three soldiers from the French transport

Colombo, which was in port yesterday, deserted
 last evening. Similar desertions take place

almost every time the outward-bound transport
 call in here.

The Chinese Minister in Germany, Hui Ching-
 cheng, arrived at Spithead on the 26th August

from Berlin for the purpose of inspecting the
 squadron under Admiral Langley previously to

sailing for Hongkong. His Excellency was re-

ceived with a salute of 17 guns.

The London correspondent of the *Colon*
Observer says that Sir Hercules Robinson is

highly indignant at the proposed extension of
 his term of office to the 31st inst., and that he

has taken all the necessary steps to resign.

Orders were received at Chatham on the 26th
 August directing the detachment of Royal En-

gineers, under the command of Capt. Knight, to
 proceed to Hongkong on the 10th inst.

An inquiry was held yesterday afternoon at
 the Admiralty on the body of the Japanese

alleged to have been pushed overboard by the
 master of the *Geelong*. Evidence of a similar

incident occurred on the 21st inst. when a
 day-labourer was found dead on the beach.

A letter from Quinhon to the *Courier d'Indo-
 Chine* says that order has now been re-

established throughout the whole of Annam.
 The rice crop is exceptionally good. The

reduction of the tax on opium has been
 decided on. The Government has decided to

send a Quinhon to the 26th inst. to be con-

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CORRESPONDENCE.

(We do not hold ourselves responsible for the opinions
 expressed by our correspondents.)

AN APPEAL.

TO THE EDITOR OF THE "DAILY PRESS."
 Sir, Will you please to publish in your valuable
 columns a notice to bring before your readers the

case of the officers and crew of the English barque
Orford wrecked off Looe in one of the recent
 typhoons. They are at present saved from the
 wreck, but they only escaped from the wreck with

their lives a little help towards providing them
 with food and clothing would be a great boon
 to them. I shall be very happy to receive any

contributions of clothing or money, which I will
 endeavour to dispatch according to the needs
 of each case, and which I shall have great

pleasure in duly acknowledging to the kind
 donors.

I remain,
 Yours obedient servant,
 A. G. GOLDSMITH,
 3, Aungmye, West Point, 2nd October, 1887.

RAILWAYS FOR TONGKIN.

The *Tongkinese Official* publishes the report which
 the Technical Commission on the Tonkin Railways
 made on the 18th of March last, and transmits it

to the Minister for Foreign Affairs. The Commission
 has ascertained that the ports giving access to
 the Tonkin coast are the Delta, and the

the maritime route between the Delta and the
 coast of the Gulf of Tonkin. It is of opinion that
 the deep-water harbour which ought to become

the starting point of the Tonkin railways is Port
 Carbon. The Commission has ascertained that the
 Bay of Haiphong has its outlet into the Gulf of

Tonkin, and is situated in the centre of an important
 coast. The railway which is to connect Haiphong
 with the sea will be a line of communication

passing through Bac Ninh, the Seven Pagodas,
 Dongkieu, and Quangong. This line would be the
 main line of the Delta, and two-thirds of its

cost would be a fourth of the cost of the line
 from Haiphong to the coast. The Commission has

ascertained that the line from Haiphong to the
 coast is a line of communication passing through

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